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CLASSIFICATION SECRET

COUNTRY East Germany

REPORT NO.

TOPIC Finsterwalde Airfield

EVALUATION 25X1

PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

25X1

PREPARED

30 April 1954

REFERENCES

PAGES 3 ENCLOSURES (NO. &amp; TYPE)

REMARKS

SOURCE

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1. The following air activity was observed at Finsterwalde airfield between 23 March and 1 April 1954:

23 to 28 March. Every day about 9 a.m. and between 2 p.m. and 4 p.m. no air activity was observed at the field. The sky usually was overcast at an altitude of about 400 meters.

29 March. Beginning at 4 p.m., local flights were made by Il-10s which remained aloft for 10 to 15 minutes. There was a 5/10 overcast and good visibility. Between 8 p.m. and 11 p.m., night flying was practiced by aircraft which had their position lights lit. A searchlight illuminated the runway during the take-offs and landings and made circular movements when the aircraft were airborne.

30 March. Between 10 a.m. and 4:30 p.m., local flights were made for 10 to 15 minutes duration. There was an interval about noon. At 1 p.m., a high-wing monoplane took off.

31 March. During the morning and afternoon, Il-10s were observed aloft. There was a closed ceiling at an altitude of about 1,000 meters and visibility of about 10 km.

1 April. Between 9:30 a.m. and 12:30 p.m. and from about 1:30 p.m. to 5 p.m., there was air activity. Source repeatedly observed that aircraft made landing approaches on the runway but did not land until their second approach. There were no clouds. 25X1

2. Vehicular traffic at the field involved trucks.

3. The following air activity was observed at the field between 23 March and 2 April:  
23 to 26 March. No air activity was observed at the field, except for a landing of a Yak-14 on 25 March.

27 March. Between noon and 12:20 p.m., a Il-10 apparently made a factory test flight. There was a closed ceiling and visibility of 2 or 3 km.

28 March. No air activity was conducted at the field. Two ground attack aircraft were parked in front of a hangar.

29 March. Between 7 p.m. and 11 p.m., night flying was practiced by ground attack aircraft. The flare path, some obstacle lights, and a searchlight located in the area of the former repair hangar were in operation. The aircraft involved had their position lights on and an additional white light at their nose compartments.

31 March. At 3 p.m., an Il-10 circled south of the field.

1 April. During the early afternoon, 2 Il-10s made local flights. From 7 p.m. until about midnight, local flying was again practiced.

2 April. Throughout the day, some Il-10s were observed aloft. After nightfall, night flights were again made.

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4. A radio installation of 2 masts, about 50 meters apart, was located about 10 km south-southwest of the field, at the Oppenheim-Deutsch Sorno road, about 1 km south of Deutsch Sorno and west of the road. Three radio trucks and 3 trucks were parked nearby. The operating personnel wore air force uniforms. Source made a sketch of the radio installation.

- 25X1 1. ☐ Comment. Finsterwalde airfield is still occupied by a ground attack regiment.

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2. ☐

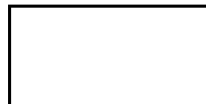
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3. ☐ Comment. For sketch of radio installation, see next page.

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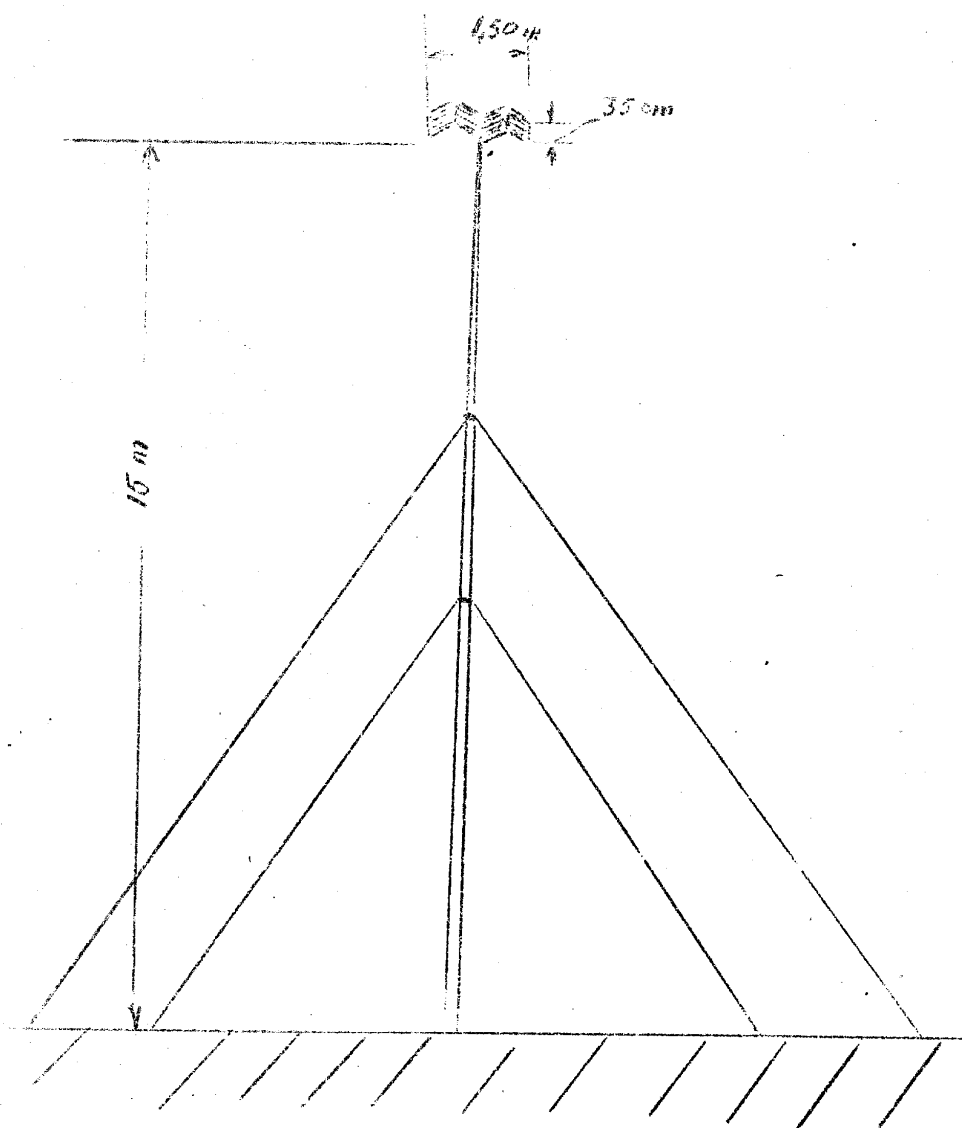
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Radio Installation Observed at Finsteralpe Airfield



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